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REPORT NO. [REDACTED]

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COUNTRY Poland

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DATE DISTR. 2 Feb. 1954

SUBJECT The Gdansk Shipyard

NO. OF PAGES 3

REFERENCES:

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1. The Gdansk Shipyard (Stocznia Gdanska) was located near Jana z Kolna Street in Gdansk. It was enlarged in 1953 to meet new requirements for construction of ocean-going vessels of up to 10,000 GRT. The shipyard was well marked by a huge sign placed on a large shipbuilding hall completed in 1953 and located south of the fence separating the Gdansk and the Northern Shipyards [REDACTED]. I saw a sign from a train which read "Stocznia Gdanska". I estimate the total number of employees to be about 15,000 persons.
2. Types of vessels which have been under construction at the yard since 1949 include 2,000 tn. (GRT) ore-colliers, 5,000 tn. freighters, and 800 tn. coasters as well as large trawlers.

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3. The 2,000 tn. ore-colliers of the SOLDEK type were about 80 m. in length and were designed to carry coal from Poland to Sweden and ore from Sweden to Poland. Each vessel was powered by a steam reciprocating engine developing about 1,350 hp. This engine was a four-cylinder, valve type, Lenz system, with two high pressure and two low pressure cylinders. Two Scotch type boilers, with a steam pressure of about 15 at., supplied the steam for the engine. This type of ship was designed by the Central Bureau of Ship Construction (Centralne Biuro Konstrukcji Okretowych) Gdansk [REDACTED], in 1947. The working drawings were prepared, under contract, by the French firm Normand. Construction of this type vessel was started in Gdansk about 1949.
 4. About four vessels of this type have been built at the Gdansk Shipyard for the Polish Merchant Fleet and about 10 for the USSR. The names of the vessels of this type built for Poland included the SOLDEK, BRYGADA MAKOWSKIEGO, PETROWSKI and the JOZEF WIECZOREK. A partial list of ore-colliers built for the USSR includes the PIRVOMAYSK, KRIVOYRUG, DONBAS, FAMYAT ILICHA and the ZAPOROZHE.
 5. The 5,000 tn. freighters of the LEWANT type had been built by the Gdansk Shipyard during World War II. These were about 4,800 GRT and were of riveted hull construction. Three hulls, less machinery, were incomplete when the Soviets entered Poland, and were still lying in an incomplete state in the shipyard.
 6. The USSR required a more modern, all-welded version of this type with a gross of 5,000 tn. These were powered by Sulzer Diesel engines, but I do not know the shaft horsepower and speed of these vessels. Two vessels of this type were completed for the Polish Merchant Fleet and five for the USSR. The vessels for Poland were the NOWA HUTA completed in 1952, and the KOPERNIK completed in mid-1953. Two of the vessels completed for the USSR, were the I-MAY in 1952 and the AKADEMIK KRYLOV in 1953. I believe that vessels of this type were being constructed at Gdansk, but most vessels of this type were being constructed at the Paris Commune Yard, Gdynia, and the Stettin Shipyard [REDACTED] in 1953.
 7. A 10,000 GRT freighter was designed by the Central Bureau of Ship Construction in Gdansk in 1951. I believe that a model was tested at --- and whose propeller was designed by --- the Netherlands Ship Testing Tank at Wageningen, Holland. The ship's plant consisted of a Fiat Diesel engine of about 8,000 hp. The estimated service speed was 16 to 17 knots. Several keels for this type of ship have been laid in the Gdansk Shipyard. I believe that the first series included about six vessels, four or five of which were designated for the USSR.
 8. Production of about four or five coasters or small freighters of about 800 GRT was started in Gdansk in 1951. The S.S. SAN, which was in service between Hamburg and Gdansk, and the S.S. DUNAJEC were completed for the Polish Merchant Fleets. In 1952 and 1953 production of this type was continued for the USSR. The plant was a Bauer-Wach type with a high pressure reciprocating engine and a low pressure turbine geared to the drive shaft. Scotch type boilers supplied the steam.
 9. In one section of the Gdansk Shipyard, construction of large ocean-going trawlers of about 600 tn. was started in 1951. The first series of four vessels was for the Polish fishing fleet. One of these trawlers was called the T.S. RADUNIA. The trawlers were powered by steam reciprocating engines and Scotch type boilers. The engines and boilers were made in Poland, but the boiler casings were ordered from East Germany. Production of the RADUNIA class trawlers was begun for the USSR in 1952 and 1953 although I do not know how many were ordered or produced.
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10. The ever present problem and greatest source of delay in Polish shipbuilding has been the lack of main machinery and auxiliary components and delay in their deliveries. Almost all main machinery except reciprocating engines and Scotch type boilers have been procured from sources outside Poland. No main marine turbines, except low-pressure turbines for the Bauer-Wach layout, and reduction gears have been produced in Poland, although steps were being taken to produce the former. Even in the Bauer-Wach system the gears for combining the output of the M.P. reciprocating engine and the L.P. turbine were obtained from Czechoslovakia or Eastern Germany. Pumps and auxiliaries were obtained from many different countries. Variations in the design of the same ship raised many problems which resulted in delays. One of the Sulzer engines for the 5,000 tn. freighters was sent to Budapest for one year, for, I believe, the purpose of copying the design and setting up additional production in Hungary.
11. The USSR often used Poland as a purchasing agent for shipbuilding components. At Gdynia, I saw engine room telegraphs, which were purchased in England, in the process of having Polish name plates removed and Soviet ones substituted prior to re-shipment to the USSR. In one case, a friend of mine who worked at the Paris Commune Yard [REDACTED] complained that when the anchor windlass and other deck machinery were finally ready to be installed in the 5,000 tn. freighter for which he was responsible, a Russian came and abruptly changed the design so that gun mounts could be installed in case of war. The completion of the vessel was thereby delayed. Often norms could not be met and no premium pay earned.

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